

B. E. TAYLOR,  
Steamers.

Lighters and Steam Launches  
Supplied.

ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

NEW SERIES No. 2086. 日八月初二年八十二緒光

MONDAY, MARCH 17, 1902.

一月七日

三月七日

THIRTY DOLLARS  
PER ANNUM:

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO ..... KOBE  
NAGASAKI ..... LONDON  
LYONS ..... NEW YORK  
SAN FRANCISCO ..... HONOLULU  
BOMBAY ..... SHANGHAI  
TIENTSIEN ..... NEWCHWANG  
PEKING

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

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## Initiations.

The Old Familiar Beverage

**STONE GINGER BEER,**  
YCLEPT "POP."



\$1.75 per doz., less \$1.00 allowed  
Bottles returned.

**WATKINS, LIMITED,**  
**CHEMISTS, AERATED WATER MANUFACTURERS,**  
APOTHECARIES HALL,  
No. 68, Queen's Road, Central, Hongkong.  
FACTORY.—Mason's Lane.

**WAI KIN TAI YEK FONG.**  
房樂大威

Branches also at  
Canton, Shanghai, Hankow and Peking.  
Hongkong, 16th February, 1902.

**HONGKONG SUBSCRIPTION LIBRARY.**

18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTLIE,  
and conducted for several years, by  
H.E. POLLOCK, Esq., K.C.

TRUSTEES:  
HON. J. H. STEWARD, LOCKHART, C.M.G.,  
G. B. DODWELL, Esq.,  
R. SHEWAN, Esq.

SUBSCRIPTIONS—Payable in Advance.  
\$7.50.....Per Half Year.  
\$1.40.....Per Month.

The Library contains, in addition to Fiction,  
a number of Standard Works on Biography,  
History, Travels, &c., and Works of Reference,  
and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER,  
Hon. Secretary and Treasurer,  
Ordnance Office.  
Hongkong, 28th December, 1901.

GREEN ISLAND CEMENT COMPANY, LIMITED.

**PORTLAND CEMENT.**  
85.50 lb Cask of 375 lbs. Net ex Factory.  
\$3.50 lb Bag of 50 lbs.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th March, 1902.

**WILLIAM MACLEOD, D.D.S., DENTIST.**

Beaconsfield Arcade, Nos. 11 and 12,  
2nd Floor.

[1413c]

[177d]

POWELL'S GREAT SALE, TO-DAY! TO-DAY!!

ALL NEW GLOVES.

GENTS \$1.25  
LADIES \$1.00

MUST CLEAR.

BEAUTIFUL SILKS UNDER COST.

EVERYTHING THROUGHOUT THE STORE REDUCED FOR 10 DAYS ONLY.

R. G. HECKFORD,  
Manager.

[559c]

Hongkong, 12th March, 1902.

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"  
also

"WASHBURNS."

MANDOLINES, GUITARS,  
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,

Hongkong, Shanghai & Singapore.

[555c]

**To-day's Advertisements.**

**THEATRE ROYAL,**  
CITY HALL.

M. R. HENRY DALLAS' MUSICAL AND DRAMATIC CLUB.

GRAND OPENING NIGHT  
TO-NIGHT! TO-NIGHT!  
(MONDAY), March 17th.

The latest Musical Comedy now drawing crowded houses at the GAETY THEATRE, London.

**THE TOREADOR.**

The following pieces will be played during the first week of the season:

MONDAY, Mar. 17, THE TOREADOR.

TUESDAY, " 18, H.M.S. Irresponsible.

WEDNESDAY, " 19,

THURSDAY, " 20, THE GEISHA.

FRIDAY, " 21,

PLAN at THE ROBINSON PIANO CO.

PRICES AS USUAL.

A Late Train will run to the Peak and a launch leave for Kowloon after the Performance. Hongkong, 17th March, 1902.

[308d]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MARISTOW," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained:

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th March, 1902.

[324d]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wan Chai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 17th March, 1902.

[1413d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 10th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., General Managers.

Hongkong, 17th March, 1902.

[325d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From Persian Gulf, ex S.S. *Augusta*.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 17th March, 1902.

[1413e]

INTIMATIONS.

EDUCATION: WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL

where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Half term, March 15th.

Summer term begins May 5th.

PRINCIPALS:—

HERBERT L. BEER, London University, L.C.P., Sometime Assistant Master of Truro College, Cornwall.

CHARLES E. BEER, London University, L.C.P., Late of Queen Elizabeth's Grammar School, Blackheath, Lance.

20th February, 1902.

[558c]

SANITARY APPLIANCES SUPPLIED

and FIXED, DRAINS, TRAPS,

WASTE PIPES, &c., CLEANSED and RE-

PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES.

Price on Application.

[558c]

NEW VICTORIA HOTEL

ROTISSERIE,

Meals à la Carte.

C. HOPS, STEAKS, &c., etc., at any time,

between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Forster,

Proprietors.

Hongkong 2nd September, 1902.

[558c]

BYE-LAWS relating to slaughter houses outside the City limits are published in the *Gazette*.

VAGRANCY:—At the instance of Inspector McNab, Henry Hussey, a vagrant, was sent to the house of detention.

THE TRIAD SOCIETY:—During 1901 three men were arrested and convicted of being members of the Triad Secret Society.

A CONCERT will be held to-night at the St. Patrick's Club. Several well-known local gentlemen are taking part in the proceedings.

COTTAM & CO., NEW HATS.

TIES.

COTTAM & CO., THE RAGLAN COURT,

COTTA COAT.

Hongkong, 28th January, 1902.

[555c]

**To-day's Advertisements.**

HONGKONG GENERAL CHAMBER OF COMMERCE

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th March, 1902, at 3 P.M., at the CHAMBER ROOM, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ended 31st December, 1901.

By Order,

R. CHATTERTON WILCOX,

Secretary.

Hongkong, 17th March, 1902.

[539d]

NOTICE.

I HEREBY beg to give Notice that I have This Day HANDED OVER CHARGE of this Agency to Mr. B. W. NUTTALL,

J. BROWN,

Agent for SMITH, BELL & CO.,

Manila.

Hongkong, 17th March, 1902.

[539d]

WANTED.

FOR THE CANTON CLUB.

A LIBRARIAN capable of Revising and Re-organising the Catalogue of the Books—English, French, and German, in the Library, Appy, stating Salary required, to the SECRETARY,

Canton Club.

Canton Club, 15th March, 1902.

## THE TRIPLE COLLISION IN THE HARBOUR.

**"TAI CHEONG" SOLELY TO BLAME.**

In the Supreme Court this morning the Acting Chief Justice if His Lordship A. G. Wise delivered judgment in the case of *s.s. Tai Cheong v. s.s. Skramstad*.

His Lordship said—These actions are the outcome of a collision or collisions that took place on November 26, 1901, somewhere to the north of Braemar Point, at about 5.45 p.m. Braemar Point is not named on the chart; but is a point about half-way between Quarry Point and North Point on the northern shore of Hongkong. It appears from the pleadings and evidence that, on the evening in question, the German steamer *Tai Cheong* was on a voyage from Hongkong to Svitav, and that the Norwegian steamer *Skramstad* was on her way from Amoy to Hongkong in ballast. About the time above mentioned, the two vessels collided and a third vessel, namely the *s.s. Perla*, which was following, ran into the *Tai Cheong* and glanced off on to the *Skramstad*. Five writs were taken out, namely Nos. 12 and 14 of 1901 being cross actions between the *Perla* and *Tai Cheong*, and Nos. 13, 15 and 16 being actions between the *Tai Cheong* and *Skramstad*. By consent, the three last actions were consolidated, and it was ordered that they should be tried first and the other two should stand over until the decision in the *Tai Cheong* and *Skramstad* actions had been delivered. The case came on for hearing before myself and two assessors. Although, as is usual, each side attributes many faults to the other, yet in this case there are really only two questions to be considered and those are (1) the actual place of collision, and (2) the course taken by the *Skramstad* after getting through Lai Mun and the course taken by the *Tai Cheong*, after passing Blackhead's point. That is practically the course taken by each vessel after sighting the other. Now, with regard to the first point, it was contended in behalf of the *Tai Cheong* that the collision took place about 300 yards from the northern shore of Hongkong, and that being so, the *Skramstad* was on her wrong side of the channel, having regard to Article 25 of the Regulations for Preventing Collisions at Sea, and so was to blame. In support of this view there was the evidence of the Captain of the *Tai Cheong*, but I think it was of a very unsatisfactory nature both as regards his oral evidence and the course he drew on a chart; in fact his own counsel had to make some apology for him. On the other hand, the evidence for the *Skramstad* makes it quite clear to me that the collision took place much further off the northern shore of Hongkong than the Captain of the *Tai Cheong* states. It is perfectly certain that, after the actual moment of contact, the *Skramstad* was pushed by the *Tai Cheong* a considerable way towards the Hongkong shore, and also travelled some way after the vessels got clear, and sank some 200 to 250 yards North of Braemar Point. This is borne out by the evidence of the second engineer of the *Skramstad*, who states that his engines were going astern from 5.45 p.m. to 6.7 p.m. In addition to this, there is the evidence of a petty officer from H.M.S. *Humber*, who is an independent witness, and who was in a boat and watched the whole thing. It is quite possible his ideas of distance are not quite correct, but I see no reason to doubt the main facts of his story. The question of narrow does not arise in the case, as I am of opinion that the *Skramstad* was not on the wrong side of the channel, but was at a point considerably north of the point indicated by the Captain of the *Tai Cheong*. Although this is a question of fact, I may say that my assessors agree with me entirely that being so I now find that even supposing it to be a narrow channel, a point which I do not decide, the *Skramstad* cannot be held to blame under Article 25. Now to turn to the second point, viz., the navigation of the vessels. Of course having come to the conclusion that the account of the *Tai Cheong* as to the place of collision is incorrect, I have to examine closely the evidence on her behalf as to her manoeuvres. According to the *Tai Cheong*, the red light of the *Skramstad* was first sighted,  $\frac{1}{2}$  miles off, about three points on the starboard bow. The *Tai Cheong* then ported and the *Skramstad* opened her green light. The *Tai Cheong* blew one blast and then went full speed astern and hard aport. Just before the collision the *Skramstad* opened her red light. A collision occurred, and the *Skramstad* was cut into just astern of her collision bulkhead. The captain of the *Tai Cheong* marked out the course of the two vessels on a chart (exhibit 1) showing also the place of collision, but the course he attributed to the *Skramstad* was so extraordinary that even his own counsel had to admit he was no draughtsman. If however, his oral evidence was correct he was bound to denote a course similar to what he did, or he would have contradicted himself. As a matter of fact part of the argument was that the evidence of the *Skramstad* was too good to be true. The only other witness on behalf of the *Tai Cheong*, who had anything material to say as to this point was the first mate, and his evidence was only material as to what took place after the collision. He stated that in his opinion the *Perla* struck the *Tai Cheong* about at a right angle. If that was so I cannot help thinking, and I believe my assessors agreed with me, that the story told by the *Tai Cheong* as to her course is an impossible one. To account for the *Skramstad* getting so far to the southward as the *Tai Cheong* alleges, it was argued that she wanted to anchor off Wan Tsai. There was no evidence on this point, and I have already stated I do not believe she was there. The story for the *Skramstad* is that after getting through the Lyemun Pass and getting to a

spot north of Penguin Sheal she headed for a bright light at the Admiralty Dock at Kowloon. She then saw the green light of the *Tai Cheong*  $\frac{1}{2}$  to 2 miles on her port bow, (and probably some of those on board her saw the *Perla*'s lights, but for the purposes of this judgment I do not think it is necessary to go into that question). Shortly after the *Tai Cheong* shut out her green and showed her red light. The helm of the *Skramstad* was then slightly ported and the vessels approached red to red. Suddenly the *Tai Cheong* shut out her red light and showed her green. The helm of the *Skramstad* was put hard aport and her engines full speed astern, but the collision occurred. Such are the two stories, and having once arrived at the conclusion that the collision occurred somewhere about where the *Skramstad* says it, it is obvious that of the two suggested courses that spoken by my assessors is the only possible one, and in this opinion I am supported by my assessors. On the evidence no other grounds of fault or default arise. The result, therefore, is that the *Tai Cheong* is solely to blame, and will be condemned in costs, and there will be the usual reference to the Registrar and merchants if necessary. I may mention that one of my assessors was of opinion that if the *Tai Cheong* had let go her anchor before the collision it would have minimised the force of the blow.

## FOOTBALL.

## FINAL TIE FOR THE HONGKONG CHALLENGE SHIELD.

**"GLORY" v. "A" COV. R. W.F.**

## A Great Game.

It was a great crowd that assembled at the Happy Valley on Saturday afternoon to witness the final of the above tie. Long before the time set apart for the kick off a great crowd wended their way in rickshas, chairs and carriages, and when the teams faced each other, under the whistle of Mr. COOK, M.S. *Terrible*, the crowd was estimated at seven to eight thousand people.

Naturally the Naval and Military were strongly represented and massed as they were round the four sides of the playing pitch presented a very unique appearance.

Punctually to time the teams lined up as follows:—

"GLORY."	
Goal Morgan.	
Backs.	
Urquhart.	Lieut. Sherbrooke
Halves.	
Watson.	Lane. Wade.
(Left.)	(Capt.)
Forwards. (Right)	Dowson, Hensford. Milford. Moore & Cottell.
(Left.)	"A" CO.
Forwards. (Right)	
(Centre.)	
Deegan.	Hunt Jones.
Bevan.	
Backs.	Croft.
Bellis.	Phillips.
Goal.	
Rhodes.	

The A Co. had to face a very strong sun; and the *Glory* supporters "beamed" when it was observed that Lane had been successful in pinning the coin. From the kick off it was soon evident that the usual Cup Tie tactics would be indulged in.

A foul against the A. brought the sailors all over the ball, but they were instantly checked by it being put out of play.

Another free kick shortly followed as the result of a foul throw, but Rhodes managed to clear without much difficulty.

The game was now assuming a very "warm" aspect both as to climatic conditions and to the energy infused into the game by the players.

Milford started his string of forwards in promising style and it was left to Phillips to put the finishing touches on a very good run, but this player taking the ball from an offside position spoilt the effort entirely.

The *Glory* were now going very strong, but one noticed the absence of the Portsmouth Ghigies, their supporters—too much excitement probably.

A Co. although facing a very strong sun now bucked up and in a combined rush bore down in the vicinity of their opponents.

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The *Glory* were now going very strong, but one noticed the absence of the Portsmouth Ghigies, their supporters—too much excitement probably.

A Co. although facing a very strong sun now bucked up and in a combined rush bore down in the vicinity of their opponents.

Another free kick shortly followed as the result of a foul throw, but Rhodes managed to clear without much difficulty.

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Mails.

## THE RATS ORDINANCE.

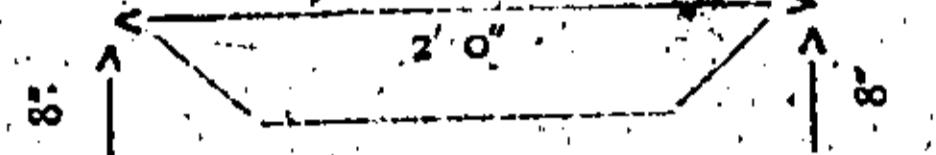
The following Regulations made by the Officer Administering the Government in Council, on the 11th day of March 1902, under the provisions of The Rats Ordinance, 1902, are published in the *Gazette*:

In these Regulations, unless the context otherwise requires, the word "Ship" means any description of vessel used in navigation not propelled by oars, except Junks or Lorchas not propelled by steam.

To prevent rats on board ship coming on shore, and the shore rats from getting on board ship—

(1) All cables, hawsers, and ropes used for mooring ships alongside any wharf, or passing between the ship and the shore, and all shrouds used for securing ships in dock, must (when such shores are within a distance of 12 inches from any open port or other opening in the ship's side, or within 12 inches of the gunwale or rail) have fastened on them a sun-shaped appliance consisting of a tube of iron or other metal about 2 feet in length, with a trumpet-like flange. This trumpet-like flange must be double, in order to prevent the rats from passing either way along the cable, and each flange must extend at least 8 inches clear of the rope or cable. The cable or rope must be passed through the tube and the intervening space filled up.

Diagram.



Funnel  
Cable.

(2) All openings through which ropes pass from the ship to the wharf, or shore, must be stopped up, and all such ropes must be daily tarred to a distance of 6 feet from the ship and the shore respectively.

(3) Bows or Gangways for cargo, are to be disconnected from the ship while cargo is not being worked over them, other Bows or Gangways must also be kept disconnected between sunset and sunrise, except when required to be used by persons coming on board or leaving the ship.

(4) From sunset to sunrise, a bright light must be kept burning at each end of every Bow or Gangway, so long as it connects the ship with the shore or wharf.

To prevent rats from entering buildings—

(1) It shall be lawful for the sanitary Board to serve a notice on the owner of any premises, requiring him to fill up with cement, or other material to be approved by the Board, all rat-runs and other similar holes in the brickwork, stonework or flooring of any building, and to provide suitable gratings for all ventilating openings, with a view to the exclusion of rats from such building.

(2) Any person failing to comply with such notice within a reasonable time, which is to be specified in the notice, shall be liable to a penalty not exceeding one hundred dollars.

Council Chamber, R. F. JOHNSTON, Acting Clerk of Councils.

## PIRACY IN 1801.

In his annual report for last year the Acting Captain Superintendent of Police says—

At 10 p.m. on the 22nd June, while a fishing Junk belonging to Tung Ping Fu was at anchor off Sam Chau Island, five men armed boarded her, put the crew ashore, weighed anchor and sailed away with her. The Junk was afterwards found at Macao. Four men were arrested at Macao and extradited to Hongkong. Two were convicted and sentenced to 10 years' hard labour and two were discharged.

At 6 p.m. on the 29th October, while the steam launch *U's Fat* was at anchor at Tai O, nine men armed boarded her from small boats, weighed anchor, and steamed up the Canton River, robbing a coal Junk on the way, of several tons of coal. They proceeded up the East River, their probable intention being to use the launch to rob junks and passage boats. Their plans were thwarted, however, by the launch accidentally running aground near Tung Kun. They thereupon left her, and the crew regained possession and brought her back to Hongkong. Only a few articles of small value were stolen. This launch carried passengers regularly between Hongkong and Tai O. No trace of the robbers was found.

Owing to the number of robberies which occurred on launches in 1900 by armed robbers disguised as passengers, special legislation was introduced compelling launch owners to provide adequate protection to the crews and passengers against surprises, and to prevent armed robbers obtaining access to launches under the guise of ordinary passengers. It is satisfactory to record that these measures have proved effectual, no case of this nature occurring during 1901. (In the case of the *U's Fat* mentioned above the passengers had all gone ashore and the watchmen had laid aside their arms and were off duty. The lives and property of passengers, which the special measures were framed to protect, were not therefore involved.)

## YUAN SHI-KAI AND THE CHINESE ARMY INTERPRETERS.

The Chinese interpreters who served with the foreign troops in the North during the boxer troubles are said to be cruel in their treatment of the native sufferers. They allied with the

rank and file of the different troops and were with them to the outlying districts and villages to extort money. Somebody has worked up Yuen Shih-ku against those interpreters and H.E. says that he will take severe measures against them directly upon the withdrawal of the Allied forces. This news has reached the ears of the interpreters and they are very much scared by it. Some of them, in order to exempt themselves from the Viceroy's anger have already become naturalized under foreign flags.

*Shanghai Times.*

## RUSSIA ESTABLISHING CUSTOM HOUSES OVER THE SIBERIAN FRONTIERS.

A traveller from Manchuria says that Russia has built a line of Custom Houses beyond her Siberian Frontiers to the extent of 100 miles, notwithstanding her open declaration which she made to the Powers at the beginning of the Boxer uprising that she would not take advantage of the Boxer complications to obtain territorial advantages. Her recent movements tend to show a permanent occupation of the territories now occupied by her forces. Nothing but the strong interference of the Powers can prevent the annexation of Manchuria, the Chinese say.

## BREACH OF QUARANTINE REGULATIONS.

On the 1st instant in the Danish Consular Court, Bangkok, before the Acting Consul (Mr. A. G. Lysakovsky) and the Vice Consul (Mr. W. F. Jacobsen), a charge was heard of breach of the Quarantine regulations, preferred by the Medical Officer of Health against Mr. F. Hagen, master pilot of Bangkok.

The nature of the offence was that he went on board the s.s. *Diamante* lying outside the Bar, and went from there on board the s.s. *Singapore* along with the captain of the *Diamante* before the latter vessel had complied with the regulations. The *Diamante* had come from Hongkong.

Mr. Gibbons appeared to prosecute.

The defendant denied any wilful breach of the Quarantine regulations, but he admitted going from the *Diamante* to the *Singapore* before the former boat had obtained pratique. When he went on board the *Diamante* the pilot had no idea where she was from. The captain asked as to crossing the Bar, but the pilot replied that she was too deep and would have to wait for a few days for the high tides. The captain asked what he should do; the pilot, however, would not advise, but thought there could be no objection to the captain taking the bill of health and ship's papers to the Quarantine officer at Paknam. He then went with the captain to the *Singapore*.

The Court imposed a fine of Tcs. 10, the amount being small because it was the first offence, and in view of the fact that the defendant might not have been aware that he was acting contrary to the regulations.

## N. D. LLOYD ORIENT LINES.

## CHANGES IN COMMANDERS.

The *Siam Observer* learns that the undenoted changes have been recently made in the list of commanders of the steamers of the North German Lloyd Orient Line, viz.—*Phra Chula Chom Kla*—Captain Kümpel (late first officer *Koh-si-Chang*) vice Captain, Unsworth, retired. *Phra Chom Kla*—Captain Schultz (late first officer, *Rajaburi*) vice Captain Morris, retired. *Chow Fa*—Captain Köhler (late first officer, *Chow Fa*) vice Captain Mösing, gone home. *Kong Wai*—Captain Leuss (late Captain, *Koh-si-Chang*) vice Captain von Riegen, disposed. *Pitsanuloke*—Captain Göcken, vice Captain Ihsing, gone home. *Koh-si-Chang*—Captain Spiessen (late first officer, *Rajaburi*) vice Captain Leuss; transferred to the *Keone Wai*. *Tai Chow*—Captain Hesemann (late first officer, *Tai Chow*) vice Captain Reher, transferred to the *Tsin-Tau*. *Tsin-Tau*—Captain Reher (late captain, *Tai Chow*) vice former captain, resigned. *Wong Koi*—Captain Koch (late first officer, *Wong Koi*) vice Captain Bartling, transferred to office at Hongkong. *Devawongse*—Captain Harries, vice Captain Texier, gone home.

## NON-SUCCESS OF THE SIBERIAN RAILWAY.

The list of departures of steamships from Odessa to the Far East during 1902, which has just been published, affords the best proof of the failure of the Trans-Siberian Railway as the chief route for merchandise to China and Japan. The ships of the Russian Volunteer fleet will make just as many trips to the Far East this year as last year. The same thing may be said of Messrs. MacNabb, Rougier, and Co., and of the Russian Navigation and Trade Company.

The completion of the Trans-Siberian Railway has not made any perceptible difference in the quality of goods shipped from Odessa to the Far East, and there is at present no prospect of the railway becoming a serious competitor of the sea route. Merchants and manufacturers will not take the risk of having their goods shipped along the overland route for from three to five months when they know that the transport by sea is only a matter of fifty days. The cost, too, is considerably less by sea than by the overland route. This means that the Trans-Siberian Railway is not a financial and commercial success though, as the Vienna correspondent of the *Post* points out, its strategic value is enormous. The railway would have to yield an annual revenue of at least £3,000,000 to become a profitable undertaking, and there seems to be no doubt that many years will elapse before this is

possible.

*G. GIRAULT: CRYSTALLIZED FRUITS, BEAUTIFUL DOLLS, PLEASING PARLOR GAMES, CHOQUET, &c.*

*Hongkong, 10th February, 1902.*

*[17d]*

*Hongkong, 22nd November, 1901.*

*[17d]*

*Hongkong, 14th May, 1901.*

*[17d]*

*Hongkong, 14th August, 1901.*

*[17d]*</p

**Shipping—Steamers.**

**CHINA NAVIGATION COMPANY,  
LIMITED.**

FOR

STEAMERS. TO SAIL.

SHANGHAI.....	" SHANSI".....	24th March.
" MANILA.....	" WHAMPAO".....	27th March.
PORT DARWIN, THURSDAY ISLAND, COONTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY AND MELBOURNE.....	" TAIYUAN".....	29th March.
NINGPO AND SHANGHAI.....	" TAIYUAN".....	29th March.
" KIUKIANG".....	" KIUKIANG".....	31st March.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,  
AGENTS.**

**OCEAN STEAMSHIP COMPANY.**

**OUTWARDS.**

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	" PROMETHEUS".....	19th March, 1902.
"	" DIOMED".....	26th "
"	" MACHAON".....	3rd April,
"	" IXION".....	11th "
"	" ACHILLES".....	17th "

**HOMewardS.**

FOR LONDON.

" ULYSSES".....	18th March, 1902.
" ANTEOR".....	1st April,
" DARDANUS".....	15th "
" DIOMED".....	29th "
" MACHAON".....	13th May,

FOR LIVERPOOL (DIRECT), (Taking cargo at LONDON RATES).

" TYDEUS".....

" CALchas".....

For Freight, apply to

**BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.**

**PORLAND & ASIATIC STEAMSHIP CO.**

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships

" INDRAVELLI," " INDRAPURA,"

and

" KNIGHT COMPANION,"

between

**HONGKONG AND PORTLAND (OR.)**

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "INDRAVELLI" will be despatched for PORTLAND (OR.) on or about  
the 16th April.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points.

For Freight, apply to

**THE PORTLAND AND ASIATIC STEAMSHIP CO.**

Hongkong, 17th March, 1902.

[1266c]

OSAKA SHOSEN KAISHA.

**PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.**

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING*.....	" MAIDZURU MARU".....	T. Saito .....	WEDNESDAY, 19th March.
FOR TAMSUI*.....	" DAIKI MARU".....	T. Kitano .....	SUNDAY, 23rd March.
FOR FOOCHOW*.....	" ANPING MARU".....	K. Sudzuki .....	WEDNESDAY, 26th March.
FOR TAMSUI*.....	" DAIJIN MARU".....	T. Ogata .....	SUNDAY, 30th March.

\* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

**THE MITSUI BUSSAN KAISHA,  
Agents.**

Hongkong, 17th March, 1902.

[1379c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

" EASTERN,"

Captain Ellis, will be despatched as above, on THURSDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th March, 1902.

[264d]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

" ZAFIRO"

Captain A. Ramsay, will be despatched for the above Port, on THURSDAY, the 20th instant, at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., General Managers.

Hongkong, 15th March, 1902.

[322d]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

" INDIA."

Captain Klun, will leave for the above place on THURSDAY, the 20th instant.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 15th March, 1902.

[322d]

TOYO KISEN KAISHA,

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA  
IN 48 HOURS.

THE Company's well-known Steamship

" ROSETTA MARU,"

3,875 Tons,

Captain Tate, will be despatched hence for MANILA, on or about MONDAY, the 24th instant, at 11 A.M.

Magnificent accommodation. Comfortable cabin. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Prince's Buildings,

Ice House Street,

Hongkong, 15th March, 1902.

[171d]

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## AGENDA.

Gospel Hall.  
6 Arsenal Street, Top Floor.  
Off Queen's Road, East  
Meetings are held as follows:—  
**SUNDAY,**  
Acts 2:42 ..... 11 a.m.  
Gospel Address ..... 6 p.m.  
**TUESDAY,**  
Soldiers & Sailors Bible Class: 6 p.m.  
**THURSDAY,**  
General Bible Class ..... 6 p.m.  
**SATURDAY,**  
Prayer Meeting ..... 6 p.m.  
A Hearty Welcome given to all.  
**TODAY.**  
WEATHER REPORT.  
On date at Observat. 10 a.m. 10 a.m. 10 a.m.  
Humidity ..... 29.99 74 58  
Temperature ..... 74 77  
Humidity ..... 74 58  
Rainfall: —

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Canadian (*Empress of China*) tomorrow.  
German (*Kiautschau*) to-morrow.  
German (*Stuttgart*) 21st inst.  
French (*Yarra*) 23rd inst.  
American (*Nippon Maru*) 25th inst.  
American (*Peru*) and prox.

The P. & O. S. N. Co.'s steamer *Admiral* left Singapore for this port on the 11th inst., at 6 a.m.

\* \* \*  
The B. & S. Co.'s steamer *Ulysses* will leave for London *via* usual ports at noon to-morrow the 18th inst.

\* \* \*  
The C. N. Co.'s steamer *Woo-sung* left Shanghai on the 15th inst., for this port and is due here on the 18th inst.

\* \* \*  
The C. N. Co.'s steamer *Whampoa* left Shanghai on the 14th inst., for this port *via* Swatow and is due here on the 19th inst.

\* \* \*  
The M. M. Co.'s steamer *Yarra*, with the next French Mail, left Singapore on Sunday the 16th inst., at 8 a.m. for this port *via* Swatow.

\* \* \*  
The D. & Co.'s steamer *Morgan* from Glasgow, Liverpool and Straits left Singapore on Saturday the 15th inst., and is expected to arrive here on Friday the 21st inst.

\* \* \*  
The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki at 8 a.m., on Monday the 17th inst., and left again at 6 p.m., same day for Kobe where she is due to arrive at 4 a.m., on Wednesday the 19th inst.

\* \* \*  
The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Shanghai at 3 a.m., on Saturday the 15th inst., and left again at 11 p.m., same day for Hongkong where she is due to arrive at 9 a.m., on Tuesday the 18th inst.

## SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.—

January 11th.

Mr. Hutchison, second officer of the s.s. *Whampoa*, has been appointed chief officer of the s.s. *Ningpo*.

Mr. Robert Watson has been appointed second officer of the s.s. *Whampoa* vice Mr. Hutchison, promoted.

February 12th.

The officers of the s.s. *Lien Shing* are:—Capt. W. O. M. Young, chief officer G. J. L. Nether-ton, 2nd officer J. C. Daily, chief engineer J. Gillies, and engineer J. Davidson, 3rd engineer W. Elder.

February 26th.

The officers of the s.s. *Tacoma* are:—M. Ridley, chief officer gone on leave A. E. Hargreaves, chief officer transferred from s.s. *Victoria A.* B. Shiell, 2nd ast. engineer gone on leave Wm. Morck, 2nd ast. engineer.

March 4th.

The officers of the s.s. *Hang Seng* are:—Chief officer Mr. T. Arthur, 2nd officer Mr. H. E. Gilroy, 3rd officer Mr. C. A. Robertson, chief engineer Mr. Tom Kerr, and engineer Mr. S. Baker, 3rd engineer Mr. Sutton, 4th engineer Mr. Wilson.

March 8th.

The officers of the s.s. *Cathay* are:—J. Andrews, R.N.R., chief officer J. Gaunt, 2nd officer M. Taylor, 3rd officer G. Rundell, 4th officer P. M. Black, 5th officer G. Byron, chief engineer Jno Whyte, 2nd engineer R. White, 3rd engineer W. Watkins, 4th engineer E. Watt, Asst. Eng. Anderson, T. Logan, T. Abbott, F. Fitz Gerald.

March 13th.

Capt. W. H. Lum, formerly commander of the same Company's steamer *Fushun*, had been transferred to s.s. *Mesuo*.

March 14th.

Mr. F. M. Roxby, 3rd officer of s.s. *Bombay*, has been transferred to s.s. *Arabia*, and Mr. A. Roddick, is at present 3rd officer.

The officers of the s.s. *Nisus* are:—Chief officer H. J. Charters, 2nd officer S. Pollard, 3rd officer N. R. Bennett.

## VISITORS AT THE QUEEN'S HOTEL.

Ahrens, H. Patrick, A. N.  
Bartling, W. Reddick, R.  
Botsch, B. Rex, Mr. & Mrs. A.  
Edmunds, Mr. & Mrs. and 2 children  
E. and child Roberts, A. G.  
Fair, A. Robert, Mrs. John D.  
Hubbe, F. and child  
Hussein, Mr. and Mrs. Simonson, R. N., Lt. and child  
Mrs. Spicer, F.  
Jacob, Mrs. and child Stanbury, R. N., Lieut.  
Knolle, A. and Mrs. and child  
Lau, Lieut. Col. and Vert, M. A.  
McNabb, A. P. Whitcher, Mrs. H.  
Nobbs, A. P.

## VISITORS AT THE HONGKONG HOTEL.

Allen, Mr. and Mrs. Hills, T. W.  
Cameron, Mrs. A. B. Hirsch, L. K.  
Altshire, Mrs. A. B. Hobden, Mr.  
Allen, Mr. and Mrs. Hollingsworth, A.  
Andrews, D. W. Howard, Thos.  
Angus, Mrs. Hopkins, Mr. and Mrs.  
Arnold, Mr. H. L.  
Buley, W. S. Hudson, E. P.  
Bulow, B. J. Hughes, W. K.  
Barlow, F. C. Huie, A. N.  
Beck, W. Hunter, Dr. W.  
Bell, J. T. Jenkins, S. L.  
Berger, Dr. Jo, S.  
Black, J. Johansen, Mr. and Mrs.  
Blockson, Mr. A. P. Joor, S. F.  
Bonner, E. A. Joseph, Mr. and Mrs.  
Bonnet, F. E. S.  
Boutinon, M. Judell, Mr. & Mrs.  
Bovet, M. Katsch, E. A.  
Bower, Dr. King, Major H. S.  
Boyce, Mrs. W. P. Layard, Mr. & Mrs. R.  
Brindle, E. Louisson, Mr. and Mrs.  
Buolot, Mrs. Mackenzie, Mr. and Mrs. G. R.  
Buttshaw, Major Mackie, Gordon  
Cameron, Miss MacLeod, (2) The Misses  
Cameron, Jr. Mr. B. McLaren, Mr. & Mrs.  
Chadwick, O. Marlow, W. T.  
Christie, Mr. G. H. Martin, J.  
Church, Mrs. A. R. McLaughlin, W. P.  
Miss P. Merbeck, J.  
Clark, Dr. F. Mees, Miss and child  
Clarke, Mr. & Mrs. Michael, J.  
Clementi, C. Milton, Mr. and Mrs.  
Cockcroft, E. T. Minott, M.  
Colley, Mr. & Mrs. Nutall, B. W.  
Colson, J. S. Obel, Jr. Mr. & Mrs. C.  
Cooper, Capt. Parfitt, W.  
Cox, Mr. Pease, Dr. W. W.  
Crage, Dr. J. M. Years, Col. and Mrs.  
Daniels, G. Pech, L.  
Davies, Mrs. W. and Phillips, T. M.  
child Pincherle, E.  
Dawson, A. Pitcher, A. J.  
Dempster, Mr. & Mrs. Platt, Mr. and Mrs.  
Dempster, Miss Radcliffe, R. E. Capt.  
Dott, Mr. Reggie, J. A.  
Dudley, Mrs. P. Robertson, W. R.  
Dutton, Mr. & Mrs. H. Rogers, Mr. and Mrs.  
T. A. Dutton, Miss Ross, E.  
Eamshaw, Mr. & Mrs. Rutherford, Miss  
Edwards, F. W. Soden, Mrs. & 4 sons  
Evans, N. G. Soutar, D.  
Everleigh, Mr. Stapleton, Dr. E.  
Farley, E. C. Stevens, Mr. & Mrs. T.  
Finlay, Mr. J. Symington, J. R.  
Fisher, H. G. Fleischer, M.  
 Fitzgerald, Miss Garvey, Mr. and Mrs. Thomas, Miss  
C. H. Thomson, Dr. J. C.  
Geil, W. E. Unsworth, Capt. & Mrs.  
Glover, C. Walker, W. B.  
Gibson, Mr. J. C. Warburton, H. C.  
Grant, John Waters, C. T.  
Grant, P. Watkins, C. A.  
Guffney, A. Whiley, J. G.  
Hannerys, B. F. Willard, Mrs.  
Hanson, B. E. Woods, Miss  
Heaps, E. O. Woollen, J. J.  
Heckford, R. G. Worthington, Mrs. E.  
Hellsley, Lord and E. Worthington, Mrs. E.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(MARCH 17th.)

STOCKS.	Paid Up Value.	Latest Quotation.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$590 sellers
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	\$6.15/
The Bank of China and Japan, Limited—(Deferred)	\$ 1	nominal
National Bank of China, Limited	\$ 8	\$261 buyers
Founders	\$ 1	\$10
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$375 buyers
China Trades' Insurance Company, Limited	\$ 25	\$54 sellers
North China Insurance Company, Limited	\$ 60	Taels 190 buyers
Yangtsze Insurance Association, Limited	\$ 50	\$160 buyers
Canton Insurance Office, Limited	\$ 50	
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$355 sellers
China Fire Insurance Company, Limited	\$ 20	\$83 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$38 buyers
Indo-China Steam Navigation Company, Limited	\$ 10	\$138 buyers
China and Manila Steamship Company, Limited	\$ 50	\$35 sellers nominal
Douglas Steamship Company, Limited	\$ 50	\$41 sales
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 10	\$10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 5	\$5
"Star" Ferry Company, Limited	\$ 10	\$24 sellers
"Shell" Transport and Trading Company, Limited	\$ 21	\$83 sellers
Shanghai Tug Boat Company, Limited	Taels 100	Taels 175
Taku Tug and Lighter Company, Limited	Taels 100	Taels 137/
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 137/
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137/
<b>Refineries.</b>		
China Sugar Refining Company, Limited	\$ 100	\$132 sellers
Luzon Sugar Refining Company, Limited	\$ 100	\$30 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
<b>Mining.</b>		
Punjion Mining Company, Limited	\$ 10	\$42 sellers
Punjion Mining Preference Shares Société Française des Charbonnages du Tonkin	\$ 1	\$14 sellers
Queen Mines, Limited	Francs 250	\$515
Ilelebu Mining and Trading Company, Limited	Cents 25	4 cents
Raub A'lan Gold Mining Company, Limited	\$ 5	\$56 sellers
Olivers Freehold Mines, Limited	£ 18s. 10d.	\$9 buyers nominal
Chinese Engineering & Mining Company, Limited	\$ 1	Taels 9.60
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$261/ sellers
S. C. Farmham, Boyd & Co., Ltd.	Tuels 100	Taels 260 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$94 sellers
New Amoy Dock Company, Limited	\$ 64	\$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 300 cum new issue
<b>Lands, Hotels and Building.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$91 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$176 sellers
Kowloon Land and Building Company, Ltd.	\$ 30	\$30
West Point Building Company, Limited	\$ 50	\$59 sellers
Hongkong Hotel Company, Limited	\$ 50	\$32 buyers
Oriente Hotel Company, Limited (Manila)	\$ 50	\$50 sellers
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$270
Humphrey's Estate and Finance Company, Limited	\$ 10	\$121 sellers
Shanghai Land Investment Company, Limited	Taels 50	Taels 109
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42/
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
<b>Tobacco, Cigar and Cigarette Companies.</b>		
Alhambra, Limited	\$ 500	\$500
Philippine Tobacco Trust Co., Limited	\$ 50	\$45
Shanghai-Sumatra Tobacco Company, Limited	\$ 20	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$211 sellers
China-Borneo Company, Limited	\$ 15	\$281 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 sellers
Watkins, Limited	\$ 10	\$71 sellers
Hongkong Electric Company, Limited	\$ 10	\$123 sellers
Hongkong and China Gas Company, Limited	\$ 5	\$61
Hongkong Rope Manufacturing Company, Limited	\$ 10	\$140 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$50 sellers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$320 buyers
Dairy Farm Company, Limited	\$ 6	\$121 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$25 buyers
Bell's asbestos Eastern Agency, Limited	\$ 10	\$10 sellers
United Asbestos Oriental Agency, Limited	\$ 12s. 6d.	\$100 buyers
Founders	\$ 10	\$1200 buyers
Tebrai Planting Company, Limited	\$ 5	\$1
Universal Trading Co., Limited	\$ 20	\$200 sellers
Hongkong Steam Water-boat Co., Limited	\$ 7	\$8
China Light and Power Co., Limited	\$ 20	\$20
Robinson Piano Co., Limited	\$ 50	\$30
Manila Investment Co., Limited	\$ 50	\$35 sellers
William Powell, Limited	\$ 10	\$84 buyers
Shanghai-Lungkang Tobacco Company, Limited	Taels 100	Taels 335
<b>BENJAMIN, KELLY &amp; POTTS Share Brokers.</b>		
<b>STEAMERS EXPECTED.</b>		
VESSEL'S NAME	FROM	AGENTS
Empress of China	Shanghai	C. P. R. Co.
Kiautschou	Japan	Melchers & Co.</

